

Board Meeting

Agenda

Wednesday 18th December 2019

Kennet Room, Wiltshire Council, Trowbridge, BA14 8JN

View the Webcast - . https://wiltshire.public-i.tv/core/portal/webcast_interactive/460177

14:00 to 16:30

| | | |
|----|---|----------------|
| 1 | Welcome and apologies | 14:00 to 14:05 |
| 2 | Minutes and actions from the previous meeting | 14:05 to 14:10 |
| 3 | Public Participation <ul style="list-style-type: none"> ○ Questions or Representations from Members of the public in line with the Board's Public Participation Scheme | 14:10 to 14:25 |
| 4 | Western Gateway (Powerhouse) - TBC <ul style="list-style-type: none"> ○ Presentation by senior officers from the Powerhouse | 14:25 to 14:45 |
| 5 | MRN / LLM scheme updates <ul style="list-style-type: none"> ○ Paper A - Ben Watts (GCC) | 14:45 to 14:55 |
| 6 | Rail Strategy update <ul style="list-style-type: none"> ○ Paper B - Julian Phatarfod (WSP) | 14:55 to 15:15 |
| 7 | Port Access Study update <ul style="list-style-type: none"> ○ Presentation by Steven Keeley (Atkins) | 15:15 to 15:35 |
| 8 | Transport Strategy update <ul style="list-style-type: none"> ○ Paper C - Ben Watts (GCC) | 15:35 to 16:00 |
| 9 | Update from Associate Members <ul style="list-style-type: none"> ○ DfT ○ Highways England ○ Network Rail ○ Peninsula ○ Transport & Business Forum Chair | 16:00 to 16:15 |
| 10 | Any other business | 16:15 to 16:30 |

Date of next meeting – Wednesday 4th March – 14:00 to 16:00, Wiltshire Council, Trowbridge.

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Western Gateway - Sub-National Transport Body

MINUTES

| Meeting | Date | Time | Location |
|--------------------------|---|-------------|---|
| Shadow Partnership Board | Friday 20 th September 2019 | 11:00-13:30 | Kennet room, County Hall, Trowbridge |

Attendance:

| | |
|------------|---|
| Present: | Cllr Bridget Wayman, Wiltshire Council (chair) Cllr Neil Butters, Bath and North East Somerset Council Cllr Andy Hadley, BCP Council Cllr James Tonkin, North Somerset Council Cllr Nigel Moor, Gloucestershire County Council Cllr Ray Bryan, Dorset Council Cllr Stephen Reade, South Gloucestershire Council David Carter, West of England Combined Authority Elizabeth Mills, West of England Combined Authority (minutes) Ben Watts, Gloucestershire County Council Emma Blackham, South Gloucestershire Council Andy Whitehead, South Gloucestershire Council Arina Salhotra, South Gloucestershire Council Julian McLaughlin, BCP Council Colin Medus, North Somerset Council Parvis Khansari, Wiltshire Council Allan Creedy, Wiltshire Council Cllr Geoff Brown, Cornwall Council Mike O'Dowd-Jones, Peninsula STB and Somerset County Council David Tunley, Network Rail Jim Stewart, Chair for Dorset LEP and Chair of WG Transport and Business Forum Nuala Gallagher, Bristol City Council (Dialled in) Helen Richardson, WSP (item 4) |
| Apologies: | Alice Darley, Highways England David Glinos, Department for Transport |

| Summary of Actions & Decisions | Allocated to |
|--|------------------------------------|
| DECISION: Those present agreed to fast track the preparation of a high level Strategic Transport Plan. | |
| ACTION: HR to liaise with AS to confirm attendance and SW Transport Boards event. | HR/AS 02/10/19 |
| ACTION: WSP to provide a summary of the event before issuing any post-event publicity. | HR 18/12/19 |
| DECISION & ACTION: Agreed for Cllr Wayman to write on behalf of the Western Gateway to DfT following next week's meeting requesting more assurance/steer. | Cllr Wayman 07/10/19 |
| ACTION: BW to share a written update to senior officers following the meeting with Highways England to discuss initial feedback on schemes. | BW 07/10/19 |
| ACTION: AC to check the feasibility of webcasting Board meetings. | AC 07/10/19 Cllr Wayman |

| Summary of Actions & Decisions | Allocated to |
|--|---------------------|
| DECISION & ACTION: No objections were raised in giving support to the A417 route. Cllr Wayman to submit a letter on behalf of the Western Gateway through consultation process. | 08/11/19 |

| Item No | Notes / Actions |
|----------------|---|
| 1. | Welcome and apologies – noted above. |
| 2. | <p>Minutes and actions from previous meeting BW provided a brief update on commissions:</p> <ul style="list-style-type: none"> – Rail strategy scope has been prepared by WSP and the Senior Officer group advised this be split into 2 phases with only phase 1 being commissioned initially. – Port access study – this will be high level with an update coming back to the Board in March 2020. Cllr Hadley suggested the wider movements around the airports as well as the airports own movements should be considered. |
| 3. | <p>REB and future work programme BW confirmed work to date, primarily; REB, MRN/LLM schemes, Economic Connectivity Study. BW shared initial outputs from the Economic Connectivity Study which could be used to feed into future strategies and raised the question whether there were any quick wins in the interim.</p> <p><u>Future work programme</u> BW assessed the main actions needed to develop a strategy as securing funding and developing a primary evidence base.</p> <p>BW's proposed fast-tracking the production of a high-level Strategic Transport Plan (moving to adoption forward to Autumn 2020) in order to have this ready ahead of the next government funding round. He confirmed the initial plan would consider the next 5 years (2020-25). He explained to meet the timeframes an agreement at the next Partnership Board would be needed on the strategy aims and objectives. Discussed whether an initial high level vision was the appropriate approach which Cllr Moor and Cllr Hadley supported. Concerns were raised over the approach public consultation and whether the evidence base would align on a local level (avoid duplication). DC suggested acknowledging some challenges in the vision such as climate change and rural mobility. Cllr Brown confirmed on behalf of the Peninsula that they do not have the resource to prepare a detailed plan.</p> <p>DECISION: Those present agreed to fast track the preparation of a high level Strategic Transport Plan.</p> |
| 4. | <p>Regional Stakeholder event HR explained the intension behind the event is for the Peninsula and Western Gateway to have stakeholder engagement, share individual plans for the future and provide the rationale behind 2 STBs. She went through the agenda which was split into 3 sessions. She confirmed Paula Hewitt from Somerset County Council would chair. HR proposed extending the stakeholder invitation as to date the acceptance response has been low from the Western Gateway side. AS confirmed that to date only primary stakeholders, those on the Transport and Business Forum, have been invited and advised for HR to chase the current invites before extending the invitation further. JS noted the primary stakeholder list itself might need to be reviewed and confirmed he would liaise direct with AS. Cllr Tonkin confirmed he is happy to attend. DC suggested encouraging attendance from Bus operators and Cllr Hadley added that it might be appropriate to broaden this to service companies for areas such as integrated ticketing.</p> |

| Item No | Notes / Actions |
|----------------|---|
| | <p>Cllr Wayman offered to write to the LEP's promoting attendance. Attendees also named professional institutions which could be invited should attendance remain low including: IHT, CIHT, ROCS and RTPi. Attendees from the Peninsula agreed with the last 2 proposals.</p> <p>HR raised publicity post the event and Cllr Wayman requested she be sighted on any release before it is issued publicly. DC suggest WSP provide both Bodies with a summary of the event for sign off.</p> <p>ACTION: HR to liaise with AS to confirm attendance and SW Transport Boards event. ACTION: WSP to provide a summary of the event before issuing any post-event publicity.</p> |
| 5. | <p>Feedback from National STB group PK shared that he will represent Western Gateway at an STB meeting next week which has been arranged by Midlands Connect with DfT Director General Patricia Hayes. He noted it will be an opportunity to ask Government their expectations for STBs and anticipated funding going forward. DC suggested following this up with DfT sharing the Western Gateway vision and asking for more detailed expectations. DECISION & ACTION: Agreed for Cllr Wayman to write on behalf of the Western Gateway to DfT following next week's meeting requesting more assurance/steer.</p> |
| 6. | <p>Updates from associate members</p> <ul style="list-style-type: none"> • DfT update (written update circulated prior to meeting) BW shared that DfT have arranged a panel to review the Western Gateway pre-SOBC and SOBC schemes on the 30th September 2019. • Highways England (written update circulated prior to meeting) BW confirmed a telecon between officers and Highways England has been arranged 26th September to get initial feedback. ACTION: BW to share a written update to senior officers following meeting with Highways England to discuss initial feedback on schemes. • Network Rail DT fed back from Western Route meeting which Western Gateway STB officers attended and were given the opportunities to share the STBs' priorities. DT confirmed Network Rail are happy to provide some technical advice on Western Gateway Rail Strategy in the hope that this will avoid duplication or having competing strategies. He also flagged major timetable changes coming into place in December 2019. Cllr Butters raised electrification and digitisation of signalling in the region which prompted a discussion on rail infrastructure improvements in general and the best approach the Western Gateway can take to encourage Government investment. • Peninsula STB (written update circulated with minutes) MOD shared the status of the Peninsula's MRN and LLM scheme business cases and confirmed they are also seeking initial feedback on schemes from Highways England. He updated that they are also starting work on a Transport Strategy by doing scenario testing in 5 areas using Highways England modelling to assess impact. He added that they might also consider a similar interim plan/vision as per BW's earlier proposal. • Transport & Business Forum Chair JS confirmed plan to hold the next Forum in mid-January and will confirm date with the Board as soon as possible. He noted the comments regarding an imbalance in attendance at the inaugural meeting has been taken on board. |

| Item No | Notes / Actions |
|---|---|
| 7. | <p>Finance update BW explained the latest position and raised the points to be noted by the Board. All present acknowledged finance paper A and no comments were raised.</p> |
| 8. | <p>Governance update BW explained the constitution changes outlined in paper B and raised the decision needed on public attendance and participation at Board meetings. Three options were provided and BW shared the suggestion made by the Senior Officer Group to trial written representations. Cllr Wayman advised the Board that Members agreed prior to the meeting on option 2 and added the suggestion of webcasting the meeting to make it more accessible to the public. No objections were raised on the decision by Members to implement option 2. ACTION: AC to check the feasibility of webcasting Board meetings.</p> |
| 9. | <p>Communications update AS confirmed the new URL for the website would be circulated with the minutes. https://westerngatewaystb.com/ AS notified the Board of the Highways UK event taking place November at the NEC Birmingham. She explained there is dedicated hub space for STBs and all 7 are taking part. She confirmed the Western Gateway have committed to providing 2 session on the emerging strategy and an overview of MRN/LLM schemes as well as sitting on a Q&A panel. Cllr Moor confirmed he would be available to attend the 2nd day and Cllr Wayman confirmed she also hoped to attend all or part. No further comments made on the Communications update.</p> |
| 10. | <p>How our Ports are preparing for the potential impacts of Brexit JS explained the presentation is based on his own views and knowledge. JS noted there are three types of Ports and all sit within the Western Gateway geography. He assessed Ro-Ro Ports will be the most heavily effected by Brexit and they are planning accordingly (he meets regularly with the Local Resilience Forum). He shared that he is representing the UK Port Industry at a meeting with EU ministers in the coming weeks.</p> |
| 11. | <p>AOB</p> <ul style="list-style-type: none"> • Cllr Moor raised the Highways England A417/link road consultation on preferred route and asked for Western Gateway's support. DECISION & ACTION: No objections were raised in giving support to the A417 route. Cllr Wayman to submit a letter on behalf of the Western Gateway through consultation process. |
| <p>Date of Next Meeting: Wednesday 18th December 2019, 14:00-16:30 in West Wilts Room, County Hall, Trowbridge.</p> | |

Western Gateway Shadow Sub-National Transport Body

Board Meeting

Paper A

Date **18th December 2019**

Title of report: **MRN / LLM scheme updates**

Purpose of report: **To update the Board on the current status of the Major Road Network and Large Local Major Sub-national priorities.**

Recommendations:

The members of the Board are recommended to:

- i. To note the progress being made regarding the status of the Major Road Network and Large Local Major Sub-national priorities.

Background

- 1.1 On the 25th July 2019 the Western Gateway Shadow Sub-National Transport Body (WGSSTB) submitted its Major Road Network (MRN) and Large Local Major (LLM) scheme priorities for funding consideration by the Department for Transport (DfT) using the newly created National Road Fund. The National Roads Fund is a dedicated funding pot for scheme improvements on the MRN, Strategic Road Network (SRN) and LLM programme from 2020/21.
- 1.2 The fund will be generated by hypothecating English Vehicle Excise Duty. It is expected to raise £28.8 billion for highway improvements between 2020 and 2025. Highways England's Road Investment Strategy (RIS) will be allocated £25.3bn or 88% of the fund. The remaining £3.5bn or 12% is available through a competitive bidding process for the MRN and LLM schemes.
- 1.3 The WGSSTB prioritised seven MRN schemes and 2 LLM schemes. The schemes were prioritised under three key policy themes identified through the regional Evidence Base:
 1. Managing urban vehicle movements within city regions to enable future housing and employment growth
 2. Improved north / south connectivity within the sub-region improving linkages to the south coast from M4 / M5
 3. Improved access to Bristol Airport and planned growth hub/corridor

Decision making process

- 1.4 There are four stages to the DfT funding process. Each linked to the production and subsequent approval of an emerging business case. It is the promoting local authority's role to satisfy the requirements of the DfT when completing the various stages of the business case and to deliver the scheme. Table 1 summarises the funding process and the different stages of the business case development.

Table 1 – DfT Funding process

| Business case stage | Approval criteria |
|---|--|
| 1. Pre-Strategic Outline Business Case (SOBC) | Satisfactory submission of pre-SOBC: minister decides (or not) that scheme can move to development of SOBC |
| 2. SOBC | Satisfactory submission of SOBC: minister decides (or not) that scheme moves to development of OBC. If requested, minister also makes decision on development funding to help take the scheme to OBC |
| 3. Outline Business Case (OBC) | Satisfactory submission of OBC: minister decides (or not) to grant programme entry. The process of DfT accepting an OBC and therefore ministers making a decision on programme entry is rigorous and can take several months, depending on the scheme. There is generally dialogue between DfT and promoting authority. It is an important stage because, whilst the scheme still needs to come back to the Department for final approval, a good OBC makes the final approval a much easier decision for the minister to make |
| 4. Full Business Case (FBC) | Satisfactory submission of FBC: minister decides (or not) that scheme can start and money is granted. The decision usually takes 8 weeks |

- 1.5 As the National Road Fund is a new competitive funding opportunity, all prioritised schemes sit in one of the first three stages of the business case process.
- 1.6 Deliverability was a fundamental aspect of the prioritisation criteria used by the WGSSTB. Part of the agreement between the local authority, as the individual scheme promoter, and the STB, as promoter of Sub-national priorities with the DfT, is for all MRN schemes to be delivered and LLM schemes to commence construction by 2025. As a result it as scheme promoter it is important to satisfy the DfT's business case criteria.
- 1.7 Table 2 identifies the stage of business case development for each of the WGSSTB's scheme priorities (at the time of its submission).

Table 2 – Status of scheme at the time of funding submission

| Scheme Name | Promoting Authority | Stated scheme start date | Business Case Submitted |
|---|--------------------------------|---------------------------------|--------------------------------|
| MRN – A350 Chippenham Bypass Improvements | Wiltshire Council | 2020/21 | OBC |
| MRN – A4174 Ring road capacity improvements | South Gos. Council + WECA | 2020/21 | OBC |
| MRN – A338 Wessex Fields Phase 2 | BCP Council | 2021/22 | OBC |
| MRN – A338 Southern Salisbury Improvements | Wiltshire Council | 2021/22 | SOBC |
| MRN – A38 (Bristol Airport access improvements) | North Somerset Council | 2022/23 | SOBC |
| MRN – A350 - M4 J17 Improvement | Wiltshire Council | 2022/23 | SOBC |
| LLM – A350 Melksham Bypass | Wiltshire Council | 2023/24 | SOBC |
| MRN – A4174 MOD Roundabout Improvements | South Gos. Council + WECA | 2023/24 | Pre-SOBC |
| LLM – M5 Junction 9 and A46 (Ashchurch) | Gloucestershire County Council | 2023/24 | Pre-SOBC |

Feedback on scheme priorities

- 1.8 For the three OBC business case submissions the DfT has been in contact with scheme promoters to seek any clarifications with their submissions. Where additional information has been requested this is typically linked to queries with Transport Modelling. No decisions are expected on programme entry until the spring 2020. Members may want to consider the need for some form of lobbying with Ministers to highlight the importance of the schemes.
- 1.9 For the SOBC and Pre-SOBC business case submissions the DfT held a panel discussion where the merits of each scheme were assessed and categorised under four assessment criteria:
- Good – where schemes were invited to progress to the next stage
 - Clarifications needed – where additional information is requested before confirming assessment
 - Re-submission – where the business case isn't good enough
 - Rejected – where the scheme is not viable at this stage

1.10 The Western Gateway and Peninsula Transport’s Pre-SOBC and SOBC panel discussion took place on Tuesday 24th September 2019. Feedback has been given to scheme promoters. Table 3 summarises the outcomes of the panel’s discussion. Generally the quality of our business cases was good.

1.11 At this stage only the MRN – A38 (Bristol Airport access improvements) scheme has been classified as ‘good’ and asked to progress to the OBC stage. To support this DfT has awarded North Somerset Council with funding.

Table 3 – Outcome of MRN and LLM Panel discussion

| Scheme Name | Scheme summary | Business Case Submitted | DfT Assessment |
|---|--|--------------------------------|------------------------------|
| MRN – A338 Southern Salisbury Improvements | The scheme package is an essential component of the Salisbury Transport Strategy (STS) that was adopted as part of the Wiltshire Core Strategy. | SOBC | Clarifications needed |
| MRN – A38 (Bristol Airport access improvements) | Package of improvements including: safety, road widening, junction improvements. The scheme supports Airport connectivity and housing delivery | SOBC | Good |
| MRN – A350 - M4 J17 Improvement | While the partial signalisation scheme implemented in 2018. The scheme will reduce instances of queues occurring on the M4 mainline, minimise delays at the junction and reduce the total amount of collisions and accidents that occur at the junction. | SOBC | Clarifications needed |
| LLM – A350 Melksham Bypass | The scheme proposal is for the significant upgrade to M5 Junction 9 and the realignment of the A46. | SOBC | Clarifications needed |
| MRN – A4174 MOD Roundabout Improvements | Major Junction improvement, to increase capacity and improve traffic flow and safety for all road users | Pre-SOBC | Re-submission |
| LLM – M5 Junction 9 and A46 (Ashchurch) | The scheme proposal is for the significant upgrade to M5 Junction 9 and the realignment of the A46. | Pre-SOBC | Good |
| | | | Clarifications needed |

- 1.12 In addition to detailed feedback provided to the scheme promoter, the DfT have made a general comment that all MRN and LLM business cases need to evidence how the proposed scheme 'Supports all road users'. The DfT has asked for all scheme promoters to ensure that appropriate cycling and walking measures are considered and incorporated into their schemes unless there is a strong reason not to. They also expect to see consideration of bus priority measures to feature in business cases. Examples of these could include enforced bus lanes, signal and junction priority, bus feeder lanes and/or gates.

Next Steps

- 1.13 The MRN / LLM funding decision process has been delayed by the uncertainty caused by the general election. Where clarifications or the re-submission of the business case are required, scheme promoters were invited to respond to the DfT by the 2nd December 2019. It should be noted that this timescale was flexible, reflecting the current uncertainty at central government.
- 1.14 This paper has been written ahead of the knowing the outcome of the election, it is hoped that further funding announcements will be made early 2020.

Consultation, communication and engagement

- 2.1 The scheme priorities have been discussed with a range of stakeholders at the inaugural Transport and Business Forum and MPs have been contacted by individual local authorities.
- 2.2 Discussions with the Peninsula Transport STB at an officer level are currently ongoing through the regional ADEPT meetings.

Equalities Implications

- 3.1 No adverse impact on any protected groups. Any impacts will be considered on a scheme by schemes basis by the local authority promoting the scheme.

Legal considerations

- 4.1 The WGSSTB remains an informal non-statutory partnership.

Financial considerations

- 5.1 All costs of producing the supporting business cases submitted in July 2019 have been met by the promoting local authority. WGSSTB budget was allocated in the 2018/19 to contribute towards the production of the REB. WGSSTB budget has been allocated in the 2019/20 to contribute towards consultancy support producing an overarching lobbying document. An

allocation has also been made to cover the Technical Officer time spent managing the submission process.

Conclusion

- 6.1 The Board is recommended to note the progress being made regarding the status of the Major Road Network and Large Local Major Sub-national priorities.

Contact Officer

Ben Watts, Technical Officer (Western Gateway Sub-National Transport Body)

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Western Gateway Shadow Sub-National Transport Body

Board Meeting

Paper B

Date **18th December 2019**

Title of report: **Rail Strategy update**

Purpose of report: **To provide an update on the Rail Strategy for Western Gateway Sub-National Transport Body**

Recommendations:

The members of the Board are recommended to:

- I. To agree the proposed partnership working approach with Network Rail during the development of the Western Gateway's Rail Strategy.
- II. Note the progress to date on the Rail Strategy.

Background

- 1.1. At the Western Gateway Shadow Sub-National Transport Body (SSTB) Partnership Board meeting of 19th June 2019, members of the Board agreed for officers to pursue "production of an area wide rail strategy". To meet that objective, a commission has been awarded to WSP for the first phase of the development of the strategy, in line with the outline in Appendix A.
- 1.2. Network Rail has a regulatory requirement for "establishing and maintaining Long Term Plans to promote ... the effective and efficient use and development of the capacity available on the Network". This is discharged through Network Rail's continuous modular strategic planning (CMSP) approach which consists of local studies that bring together the suggested outputs for all the market sectors for a particular part of the network. The studies evaluate the trade-offs between these suggested outputs for the different sectors and between the outputs and costs (including the cost of changes to capability). The local studies then form a view of the likely long-term allocation of capacity between sectors in order to inform decisions on the appropriate capability of the network.
- 1.3. Network Rail's current and planned programme for CMSP from 2020 – 2024 includes local studies along a number of Western Gateway corridors, in line with feedback from stakeholder consultation.
- 1.4. Therefore, in order to reduce the risk of competing and incompatible strategies, in advance of the commencement of activity on the second phase of the

Western Gateway rail strategy, and in line with the SSTB's commitment to an evidence-led approach and efficient processes, a model of partnership working with Network Rail has been agreed to support the development of the rail strategy.

Alignment with Network Rail

- 1.5. Network Rail has a number of local studies in line with the continuous modular strategic planning process under way at present:
 - Oxfordshire Corridor Rail Study (partly aligned to Corridor F): Report due to be published in early 2020;
 - West of England line study (Corridor L): Study underway, report due end 2019;
 - Solent (Corridor N): Study underway, report due spring 2020.
- 1.6. All studies involve engagement with stakeholders, but the Oxfordshire Rail Corridor Study is notable in that it involves working with Oxfordshire County Council, Oxfordshire district and city councils as part of Oxfordshire Growth Board, with the Oxfordshire councils, DfT and rail operators represented on the steering group for the study.
- 1.7. The next wave of studies from 2020 has been agreed through engagement with a range of rail industry and local authority stakeholders, including representatives from Western Gateway, Peninsula Transport and other SSTBs, as well as constituent local authorities.
- 1.8. Future studies include a study focused on Birmingham to Bristol (Corridors B / H), South Wales to Bristol (partly aligned to Corridor A; commencing in early 2020), the Bristol travel to work area (Corridor I), and South Wales to South Coast (Corridors C / D), the Dorset area (Corridors M, N and O). In addition, Network Rail is also refreshing its long-term plans for the Heart of Wessex line (Corridor K).

Partnership working

- 1.9. In view of the alignment between a number of the strategic corridors and Network Rail's programme for developing its strategic planning, Western Gateway and Network Rail have agreed to work in partnership so that the rail strategies align and complement each other.
- 1.10. This partnership working will consist of Network Rail prioritising the Birmingham – Bristol corridor study, which will be constituted in a similar manner to the Oxfordshire Rail Corridor Study, with Western Gateway playing a leadership role on the study steering group. This corridor will therefore be effectively delegated to Network Rail for the phase 2 Western Gateway Rail Strategy

scope. This leadership model will also be adopted for other Network Rail studies in the Western Gateway area in the future.

1.11. In addition, Network Rail local studies currently underway and nearing conclusion (outlined in paragraph 1.5) will be shared in detail with Western Gateway and WSP to allow an acceleration of the development of Phase 2 outputs.

1.12. This partnership approach will allow the remainder of the Phase 2 scope to focus on geographic areas and themes not covered in the Network Rail local studies, as well as addressing SSTB-wide issues. This will allow the resources available to Western Gateway to be deployed more effectively.

Progress on Rail Strategy

1.13. The Rail Strategy is making good progress to date since WSP were appointed. A sub-group of officers from the constituent authorities has been established. WSP are reviewing the 50+ documents and background reports supplied by the sub-group. This Literature Review will help steer the Conditional Outputs with a view to using some of the existing work to help meet the Strategy’s Vision and Objectives.

1.14. In parallel WSP hosted a pair of industry stakeholder workshops. The first was in Poole at the end of October, and the second was in Bristol at the beginning of November. Representatives from Network Rail, the Train Operating Companies (TOCs), adjoining SSTBs, and local authorities were present at both events. An e-consultation has been launched at the beginning of December based on the workshop programme for those who were unable to attend earlier stakeholder events and to gauge the views of community groups and other organisations.

1.15. Results from both the workshop and e-consultation will steer the development of the Strategy’s Vision and Objectives. Emerging themes from both workshops have been initially been grouped into the themes identified in Table 1.

| Theme | Objective |
|------------------------|--|
| Choice | To make rail a realistic and viable option for journeys to, from and within Western Gateway |
| Decarbonisation | To enable rail to contribute more actively towards the decarbonisation of the Western Gateway |
| Social Mobility | To provide equal journey opportunities by rail for all residents of Western Gateway |
| Productivity | To enable rail to contribute more actively to improvements in productivity across Western Gateway |
| Growth | To enable rail to provide sustainable travel options for housing and job growth across Western Gateway |

Table 1 Emerging Rail Strategic Objectives

Consultation, communication and engagement

1.16. The Rail Strategy is being developed with input from industry stakeholders. Two stakeholder workshops were undertaken and a e-consultation with wider partners and interested parties is currently underway.

1.17. The partnership working approach has been developed between Network Rail, the Western Gateway SSTB technical officer, and Rail Lead.

Equalities Implications

1.18. No adverse impact on any protected groups.

Legal considerations

1.19. The Western Gateway SSTB is an informal non-statutory partnership.

Financial considerations

1.20. WSP are within the anticipated spend profile for the Rail Strategy. Should Phase 2 be required an additional order will be required with timely approval to ensure resource are available and to maintain momentum.

1.21. The CMSP work undertaken by Network Rail is part of business as usual activity and therefore at no cost to Western Gateway. There are no additional financial considerations for Western Gateway linked to this element.

Conclusion

1.22. The Board is recommended to agree the proposed partnership working approach with Network Rail during the development of the Western Gateway's Rail Strategy and to note the progress to date on the Rail Strategy.

Contact Officer

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Appendix A - Outline of Rail Strategy Brief

Phase 1

| | Task/ Report Chapter | Subtasks/ Chapter Contents |
|---|--|--|
| 1 | Inception/Introduction | <ul style="list-style-type: none"> • Inception meeting. Sources of evidence. |
| 2 | Establish Infrastructure and Service Baseline | <ul style="list-style-type: none"> • Network overview – infrastructure and services, demand, committed changes to form the baseline. • Role of rail in the transport network and in the economy of the Western Gateway area. • Review performance of existing network and illustrate with facts, maps, statistics |
| 3 | Literature Review and Stakeholder Consultation | <ul style="list-style-type: none"> • Detailed review of existing documents and meetings with stakeholders from the partner authorities, plus Network Rail and TOCs, to establish plans, issues, possible objectives. • <u>Also, to include an understanding of views / aspirations of neighbouring STBs and Transport for Wales, Network Rail and TOCs to understand how these are likely to impact the WG area in relation to corridors.</u> • Meetings probably arranged with small groups of stakeholders, say 4 meetings. |
| 4 | Vision and Objectives | <ul style="list-style-type: none"> • [Note: There are options to develop objectives with the stakeholders, or take from any existing documents, or a top-down approach, if not Task 4] • Could use themes as per TfN (connectivity, capacity, customer, communities, cost-effectiveness) |
| 5 | Why? The need for change | <ul style="list-style-type: none"> • Identification of Strategic Gaps to achieving the vision and objectives (by corridor): • Journey times • Punctuality/reliability • Crowding • Integration with other modes • Long-distance connectivity • North-south travel • Leisure and tourism • Evenings and weekends • Quality of life • Freight • International connectivity (airports, ports). • Identification of limiting factors: • Infrastructure capacity • Rolling stock • Stations. • At a Western Gateway level, impact of: • Fares & ticketing • Information provision and branding • Safety & security[?] • Operating costs and revenue. |
| 6 | What? Conditional outputs | <ul style="list-style-type: none"> • A list of proposed Conditional Outputs structured around the themes, with justification for each, to address the identified gaps. • Including desirable minimum standards for connectivity as per TfN. • <u>We will identify what is strategically important and how this could relate to a future prioritisation of schemes within Western Gateway's transport strategy.</u> |

Phase 2

| | | |
|---|---|--|
| 7 | How? Identification of Potential Schemes to deliver the Conditional Outputs | <ul style="list-style-type: none"> • Identification of schemes at a high level (not including timetabling or design) to deliver the conditional outputs for each strategic corridor. Name, location, description, cost range (estimate) for each scheme. • Approach would include for each strategic corridor to generate a train service specification to deliver the conditional outputs including <ul style="list-style-type: none"> • frequency, • calling patterns, • rolling stock type (speed/capacity), • hours/days of operation. • In addition, schemes to: <ul style="list-style-type: none"> • improve punctuality by removing/reducing conflicts or creating additional capacity, • improve integration with other modes, including air and sea, • provide improved capacity and capability for freight, • improve stations. • At an STB level, proposals to improve: <ul style="list-style-type: none"> • fares and ticketing, • information provision and branding, • safety and security [?], • reduce operating costs. Package and prioritise schemes. |
| 8 | When? Delivery | <ul style="list-style-type: none"> • Timing, funding. • Short term, Medium term, Long term priorities. • What and when. Mechanisms for change. Next steps. |
| 9 | Attendance at meetings | <ul style="list-style-type: none"> • Inception meeting, three officer meetings and two board meetings. |

Western Gateway Shadow Sub-National Transport Body

Board Meeting

Paper C

Date **18th December 2019**

Title of report: **Transport Strategy update**

Purpose of report: **To update the Board on the development of the emerging Transport Strategy.**

Recommendations:

The members of the Board are recommended to:

- i. To note the planned timetable for producing the Inaugural Strategic Transport Plan
- ii. To consider and debate the outcome of officer discussions regarding:
 - o The purpose of the Western Gateway Sub-national Transport Body within the local context
 - o The role of the Western Gateway Sub-national Transport Body within the local context
 - o The expected outcomes of the Western Gateway's Strategic Transport Plan
 - o The emerging strategy themes of the Western Gateway's Strategic Transport Plan
- iii. To endorse the direction of Strategic Transport Plan and delegate authority to the Senior Officer Group to prepare a stakeholder consultation document covering an initial issues and options consultation for review at the March 2020 Board meeting.

Introduction

1.1 Members agreed at the previous Board meeting to accelerate the adoption of the Western Gateway Shadow Sub-national Transport Body's (WGSSTB) Inaugural Strategic Transport Plan (2020 to 2025). This brought forward the planned adoption date from March 2021 to September 2020. The motivation for this decision was to provide the basis of an agreed strategy to empower the WGSSTB when representing its members in discussions with Government

and stakeholders, while acting as a lever to attract future funding to support the production of the Second Strategic Transport Plan (2025 to 2030).

- 1.2 There is a significant difference in the scale of funding received from the Department for Transport (DfT) to support the formation of the seven STBs across England. The WGSSTB is one of the three STBs that remain 100% self financed. As a consequence the scale of Inaugural Strategic Transport Plan will reflect this limited funding resource. It will be largely informed by existing Regional Evidence Base produced in support of our Major Road Network and Large Local Major submission in July 2019, alongside input from our Transport and Business Forum.
- 1.3 It is intended for the Inaugural Strategic Transport Plan to cover the first five years of the National Road Fund – 2020 to 2025, which to date is the only funding input the WGSSTB has been invited by DfT to engage with. It is hoped that by demonstrating our desire and ability for Sub-national partnership working the DfT will embrace the WGSSTB as a trusted body for prioritising strategic transport investment decisions.
- 1.4 At this stage it is intended for the Inaugural Strategic Transport Plan to be a high-level multi-modal strategy document focussing on strategic travel only. It is intended to be written in a highly accessible format of approximately 40 pages in length. This document will set the context for the WGSSTB, its role in the decision making process, identify a number of long-term strategy objectives and provide an investment narrative (including investment priorities) for the strategic travel corridors. The basic structure of the document is outlined in Figure A.

Figure A - Outline structure of Inaugural Strategic Transport Plan

1. Role of the STB
2. Vision and long-term strategy objectives
3. Strategic narrative structured around strategic corridors
 - Provide summary on the role and function of each corridor
 - Outline how the corridor is currently used
 - Outline how the corridor may emerge in response to planned growth
 - Identify short-term investment priorities (2020 to 2025) (outcomes of scheme appraisal)
 - Identify long-term investment priorities – post 2025 (outcomes of scheme appraisal)
4. Next steps including production of the regional strategies and production of the Second Strategic Transport Plan

- 1.5 As the strategy progresses it is essential for the WGSSTB Board to be fully informed of the strategy's progress and outcomes of the discussions with stakeholders through our Transport and Business Forum. The timetable for strategy's adoption is outlined in Figure B.

Figure B – Proposed timetable for the adoption of the Inaugural Strategic Transport Plan

| Month | Activity |
|--------|--|
| Nov 19 | <ul style="list-style-type: none"> Officer discussions on the role of WGSSTB |
| Dec 19 | <ul style="list-style-type: none"> Board to agree role of WGSSTB Members discuss emerging Sub-national narrative including strategy outcomes |
| Jan 20 | <ul style="list-style-type: none"> Discuss role, emerging Sub-national narrative with Transport & Business Forum Officers to commence production of strategy narrative |
| Feb 20 | <ul style="list-style-type: none"> Officers to discuss scheme appraisal process |
| Mar 20 | <ul style="list-style-type: none"> Board reviews emerging strategy Board to agree to commence 6 week issues and options consultation – 09/03/20 to 24/04/20 (TBC) Board to discuss scheme appraisal process |
| May 20 | <ul style="list-style-type: none"> Officers review consultation results and complete draft strategy |
| Jun 20 | <ul style="list-style-type: none"> Board to review draft strategy Board to agree to commence 6 week draft strategy consultation – 22/06/20 to 31/07/20 (TBC) |
| Jul 20 | <ul style="list-style-type: none"> Discuss draft strategy with Transport & Business Forum |
| Aug 20 | <ul style="list-style-type: none"> Officers review consultation results and finalise strategy |
| Sep 20 | <ul style="list-style-type: none"> Board to adopt Inaugural Strategy |

The purpose of the Western Gateway Sub-National Transport Body

- 1.6 The constitution agreed by Members in December 2018 outlines the role of the WGSSTB which is essentially -

To provide the strategic leadership by providing one single voice when discussing strategic transport infrastructure requirements with Government. These conversations will be supported by the production of a regional evidence base and a long-term Strategic Transport Plan.

- 1.7 This statement was based on national guidance and the DfT has been clear that each STB can be different in its structure and remit, reflecting the priorities of its members.
- 1.8 Further defining the STB's role will add weight and recognition of its function and priorities within the local context, where there remains some misunderstanding regarding its purpose. Figure C outlines the outcome of officer discussions regarding the WGSSTBs purpose and Figure D the four

foundations intended to add value to its local authority members. Agreeing these fundamentals is essential to establishing the value of the WGSSTB in the decision making process.

Figure C – The purpose of the Western Gateway STB (officers view)

The Western Gateway STB will provide added value to the decision making process governing strategic transport investments by supporting the priorities of the Department for Transport within the regional context. Defining the role and the expected outcomes of the STB's Strategic Transport Plan helps make the body relevant by providing assurance and clarity to its members and local stakeholders.

The STB will do this by:

- Providing clarity, accountability and a focus on strategic travel issues by representing national policy directives with its members;
- Speaking with the authority of its members in discussions with Government, Transport Infrastructure Providers, and Transport Operators regarding the prioritisation of transportation funding programmes;
- Providing certainty to stakeholders by producing a long-term programme of strategic investment priorities intended to improve resilience across the strategic transport network;
- Taking responsibility with transport operators for the decarbonisation of the strategic transport network by leading the issue at a national level and sharing best practice; and
- Supporting digital innovations and best practices through collaborative working and piloting rural and urban connectivity schemes.
- Working in partnership with the region's Local Enterprise Partnerships and Economic Powerhouse to facilitate and support growth.

Figure D - The role of the Western Gateway STB (officers view)

Four foundation roles have been identified for the Western Gateway STB:

Providing leadership on cross boundary and strategic travel matters

- The STB will support Department for Transport priorities at a Sub-national level.
- Strategic travel within the Western Gateway context refers to travel between two or more transport authority areas or links to international ports.
- A number of strategically important travel corridors have been identified linking strategic destinations. These routes encompass both road and rail networks at a strategic level and will consider last mile connectivity issues at strategic passenger transport termini including; bus, walk and cycle connections.
- Connectivity improvements within these corridors will not only provide economic benefits, but societal benefits as well, through the decarbonisation of the transport network.

- The STB will work alongside neighbouring STBs to ensure pan-national transport issues.

Providing long-term certainty on strategic transport investments

- This would be applied through the adoption of a STP. The STP would be informed by a robust regional evidence base and support adopted Local Industrial and Economic Strategies. It will be updated on a five year basis to inform Government investment decisions. Adoption would empower the body to represent its members and speak with one voice on Sub-national issues.
- The STB would also be accountable for the delivery of the plan and in time would be viewed as a trusted decision maker.

Boosting investment in the strategic transport network

- The STB would speak with the authority of the members it represents and be accountable to the communities and businesses it acts on behalf of.
- The body will promote the Western Gateway area as a centre for investment on the national and international stage.
- The body will sit on national decision making boards and through the formation of a devolved rail body. This would reduce the financial burden on individual authorities enabling them to focus on local issues.

Becoming a centre of national best practice

- Some transport issues are too far reaching for an individual authority to address in a meaningful way. The STB provides the opportunity for local authorities to collaboratively work together across travel demand areas.
- The STB will work on the delivery or research of innovative transport schemes which will help to reduce the financial risk on individual authorities, and promote national and international best practice.
- The body will promote the role of members within the Western Gateway area as international centres of digital innovation.

Developing the strategy

- 1.9 Before producing any strategy it is important to identify the outcomes you want to achieve. Once these are understood it enables a vision to be created and a set of objectives to be identified. The detail of the strategy is then produced to explain the process of getting to the end the point and by clear when you have arrived. Figure E outlines the long-term strategy outcomes as discussed by officers.

Figure E - The expected outcomes of the Western Gateway's Strategic Transport Plan (officers view)

Improved connectivity and reliability of strategic transport corridors to economic centres and international gateways

- Manage delivery of planned growth to increase productivity of labour markets and supply chains and improved access to national and international markets
- Enhance digital connectivity along strategic transport corridors creating new economic opportunities and ensuring enhanced productivity
- Support competitiveness of peripheral economies by supporting better freight connections enabling increased productivity for Gateway Area business trading with the rest of the UK

Adoption of net zero carbon solutions to strategic connectivity

- Lead the decarbonisation (including off setting) of strategic transport user emissions
- Support the adoption of fossil-fuel-free transport
- Support walking and cycling and clean bus travel at strategic passenger transport termini
- Maximise the use of strategic corridors for wider societal co-benefits including: Verge management, Biodiversity net gain, Tree planting to increase canopy cover and pollinator and habitat corridors
- Agree shared approaches to good highways management to ensure highways longevity, improved drainage and management of surface water
- Identify where renewable energy opportunities could exist along Strategic Travel Corridors

Production of a programme of long-term transport investments

- Prioritisation of strategic transport investment across the Gateway area
- Provide assurance to stakeholders that transport improvements will be designed, funded and delivered inline with the adopted strategy

At this early stage of the strategy development process, four strategy themes have been identified to support the Strategic Transport Plan narrative. These include:

- Metro Connectivity
- Strategic Connectivity
- International Connectivity
- Decarbonisation of Transport

1.10 The WGSSTB does not have a delivery role. To achieve the strategy outcomes it is important to understand from the outset which stakeholders will be important to fully engage with during the plan's production to ensure it is

viable. Figure F outlines the remit of different stakeholders in relation to the travel mode.

Figure F – Stakeholder areas of responsibility

| Travel mode | Stakeholder |
|--|---|
| Strategic Road Network | <ul style="list-style-type: none"> • Highways England |
| Major Road Network | <ul style="list-style-type: none"> • Local Authority |
| Local Road Network | <ul style="list-style-type: none"> • Local Authority |
| Rail Infrastructure including stations | <ul style="list-style-type: none"> • Network Rail • Train Operating Companies |
| Rail Services | <ul style="list-style-type: none"> • Network Rail • Train Operating Companies |
| Bus Infrastructure | <ul style="list-style-type: none"> • Bus operators • Local Authority |
| Bus Services | <ul style="list-style-type: none"> • Bus operators • Local Authority |
| Walking and Cycling Infrastructure | <ul style="list-style-type: none"> • Local Authority |
| Digital Network | <ul style="list-style-type: none"> • Private sector – digital providers |

Consultation, communication and engagement

- 2.1 At this stage of the Strategy Development process discussions have taken place with senior and transport groups. Subject to the thoughts of the Board it is intended that the views of Stakeholders will be initially captured through the Business and Transport Forum on the 15th January 2020 and later on the draft strategy in July 2020.
- 2.2 Two rounds of formal consultation are planned during the strategy development process.
- 2.3 The first round will be an issues and options consultation planned for the spring 2020. This six week consultation will gauge views on the role of the Western Gateway STB and long-term strategy outcomes. It will also seek to capture issues for connectivity and the decarbonisation of transport along the strategic travel corridors.
- 2.4 A second round of consultation is planned for summer 2020 which will again last for six weeks. This consultation will focus of the capturing views on the draft Strategic Transport Plan ahead of formal agreement in September 2020.
- 2.5 After each consultation round a summary report will be produced by officers and shared with the board either at the Board meeting or separately. Once agreed it will be published on the Western Gateway webpage.

Equalities Implications

- 3.1 No adverse impact on any protected groups. Any impacts will be considered on a scheme by scheme basis by the local authority promoting the scheme.

Legal considerations

- 4.1 The WGSSTB remains an informal non-statutory partnership.

Financial considerations

- 5.1 A budget of £35,000 has been allocated to support the production of the inaugural Strategic Transport Plan. This allocation is in addition to the allocations agreed to cover the Technical Officer time and the supporting communication strategy during 2019/20.

Conclusion

- 6.1 The Board is recommended to note the proposed timetable for producing the Inaugural Strategic Transport Plan and consider the outcome of officer discussions.
- 6.2 The Board is requested to provide clarity to officers regarding the direction of Strategic Transport Plan and delegate authority to the Senior Officer Group to prepare a stakeholder consultation document for consideration at the March 2020 Board meeting.

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